

# THE DELAWARE AND HUDSON COMPANY BULLETIN



*The  
D.H.*

JUNE 15, 1929

PUBLIC SQUARE  
WILKES-BARRE

## The Business Getter

OH, the Railroad need'd business and it called upon its men  
To boost along its service and to praise it now and then.  
And most of them were willing, and they told it far and  
near,

That all prospective patrons might have a chance to hear.  
The trainmen and the agents through politeness advertised,  
While other folk tried boosting — some pleaded, some advised.

But there were four employees whose stories we'd relate —  
How they advertised our service, how they help'd to get the freight.  
The first was Idle Dreamer, who just sang a little song,  
Then Pro Crastinate, who hung around 'til business came along.  
Next came old Gloomy Pessimist, who said 'twould never pay —  
But the fourth was "Go-And-Get-Em"; he got busy right away.

Oh, the Railroad needed business, both in passenger and freight,  
"A foolish quest," said Pessimist, "we'll fail, as sure as fate."  
Then up spoke old Pro Crastinate, "Most any day will do."  
I'll wait until tomorrow, then I'll say a word or two —  
And the Dreamer blew his bubbles, and he dreamed that he'd get  
rich —

But "Go-And-Get-Em" hustled 'round while these slept at the  
switch.

And the Railroad got its business, but the man who turned the trick  
Was not old Gloomy Pessimist, such folly made him sick;  
And it was not Pro Crastinate — he'd let the time slip by,  
And Idle Dreamer's visions bright went soaring to the sky;  
But the man who got the business was the one who never fails —  
For good old "Go-And-Get-Em" is the man who "shines the  
rails."

— BY MARGARET TALBOTT STEVENS  
in B. & O. Magazine.

*"The  
Old"*

The  
DELAWARE AND HUDSON COMPANY

*"The  
Old"*

BULLETIN

Vol. 9

Albany, N. Y., June 15, 1929

No. 12

## Section Gang to "Brass Pounder"

*Allamont Employee Eager to See Old Acquaintances at June and August Meetings  
Although He Has Now Retired*

LIFE, after all, is pretty much what you care to make it. A person's happiness both at home and at his place of business, depends largely upon himself." Such is the opinion of a man who, at seventy-six, looks back with great satisfaction upon a railroad career of fifty-six years and eight months. And, he adds, had he it to do over again, he would start at the same place and repeat the life he has lived.

The life story of JUSTIN L. SMITH, retired telegrapher, begins on April 24, 1853, when he was born at Masonville, in Delaware County, N. Y. Here he grew up and received his education. His mother passed away when he was eleven years of age and upon him devolved the work of helping to support the family. He never had an opportunity to go to school until he was fourteen years old and even then the time he was able to devote to learning was cut short by the ever-present necessity of having to make a livelihood.

The Civil War came and was over with but little effect upon his daily life. One of his cousins joined the army and fought in the ranks of the blue and an older brother, who was only sixteen years of age and, therefore, too young for service,

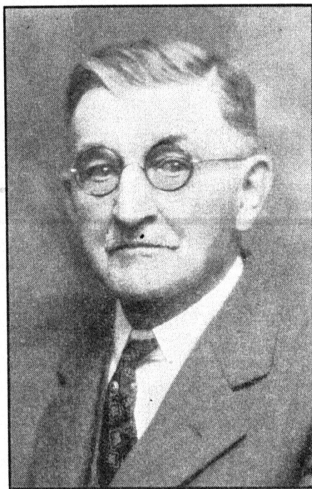
ran away to join the army, with the intention of falsifying his age. He only got as far as Delhi, N. Y., however, when he was overtaken by his father and returned to the farm.

Until he was eighteen years old JUSTIN, too,

knew nothing but farm work. Then he came to Otego where he found employment as a laborer in the Maintenance of Way Department on February 20, 1872. The rails in use at this time according to Mr. SMITH, were of solid iron, in twenty-four foot lengths, weighing 400 pounds. He was able to pick one of these rails up single-handed and turn it end for end when the gauge side had become worn. The light iron rails were later replaced by iron rails with steel "caps" to resist the wear of the wheels, and still later came the increasingly heavier weights of steel rails.

This work, on the track, while it provided him with enough money to live comfortably, was

far from satisfying his ambitions. He spent his spare time, therefore, in the Otego station, learning the work of the telegraph operator. When he had mastered it the agent asked him to come to work in the station with him. He did so in 1875 and became an operator at Otego.



JUSTIN L. SMITH

Four and one-half years later Mr. SMITH was transferred to Sidney as an operator. While at Sidney an accident occurred which has ever since been indelibly stamped on the mind of the young railroader. One night a freight train pulled in the yard and was stopped by the operator. The conductor cut the crossing and after a short delay he was given orders to proceed once more. The engineman slacked back to couple the train and the conductor was a bit too slow withdrawing his hand and it was severed at the wrist. He came into the office and Mr. SMITH immediately called a doctor living nearby who dressed the injury and ordered the man home. Mr. SMITH got in touch with the train dispatcher who told him to have the conductor take his engine and caboose and go home to Binghamton. In spite of his injury the man had nerve enough to copy his order "32 C. D. H. Wildcat to Binghamton," holding the pencil in his left hand, before leaving the office. When the man was gone JUSTIN bowed his head in admiration of a man with such nerve and grit.

After a time at Sidney as operator the position of Agent at Cooperstown Junction was offered him by Superintendent C. D. Hammond. As this was another promotion Mr. SMITH immediately accepted and for nearly ten years he continued as Agent at Cooperstown Junction. When the Agency at Altamont offered him still a higher and more desirable location he accepted and for twenty more years he was Agent at that point.

Of late a number of telegraphers with long terms of service have estimated the number of train orders they have received and delivered during their term of service. Basing an estimate on five orders per day, which is extremely low considering that Mr. SMITH worked for a long period on single track line over which trains were dispatched entirely by telegraph, a conservative figure would be at least 75,000 train orders which he has received and delivered. He boasts, with justification, too, that despite that tremendous figure, he never once made a mistake.

"Above all," Mr. SMITH cautioned us, "don't say much about me. There really isn't much to be said. I worked for the company a good many years and the officials and men are a wonderful group to work for and with. I was always treated fairly and now that I can no longer perform my regular duties it is fine to know that the company you worked for will take care of you."

Mr. SMITH is at home with his wife in Altamont where they have raised one son and two daughters. He busies himself about his little

garden in back of his home during the day, raising vegetables and flowers. Happiness, he says, is only to be found in work. An idle person cannot possibly know real happiness.

He is looking forward with keen anticipation to accompanying the Forty Year Group on their "Pilgrimage" to Plattsburg, June 21 and 22, and expects also to attend the Veterans' Clam Bake at Sidney, August 10. Mr. SMITH says that he won't be able to attend these affairs "for more than fifty years longer" and he intends to make the most of his opportunities.

### *This is the Size of the New Money*

ON or about July 1, the new size of currency will begin to make its appearance. The new bills will be six and five-sixteenths inches long by two and eleven-sixteenths inches wide (the size of this space) compared with the old bills which were seven and one-half by three and one sixteenth inches. All of the banks in the country are preparing to receive their supply of the new run of currency, twenty-six dollars being received per person served by each of the various national banks.

There will be no more "yellow-backs" after the new currency is placed in circulation. The new bills are black on the face and green on the back. Instead of the multiplicity of different designs as at present there will be but one in the future, the only variation between bills of different denomination being in the figure and the picture of the man on the face.

One dollar bills will bear a picture of George Washington; \$2, Thomas Jefferson; \$5, Abraham Lincoln; \$10, Alexander Hamilton; \$20, Andrew Jackson; \$50, Ulysses S. Grant; \$100, Benjamin Franklin; \$500, William McKinley; \$1,000, Grover Cleveland; \$5,000, James Madison; and \$10,000, Salmon P. Chase.

It is thought that the new currency will be of a more convenient size to handle and it will also result in a great saving on the national paper money bill due to the reduction of paper and printing costs.

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# *The City of the Black Diamond*

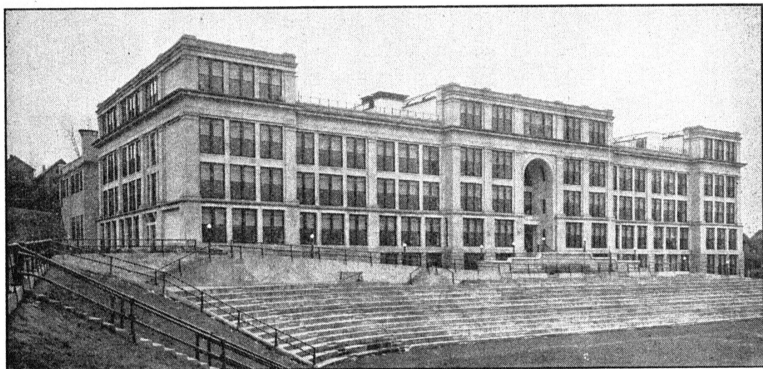
## *Part III. Civic and Industrial Growth*

**W**ILKES-BARRE is located on the eastern bank of the north branch of the Susquehanna River, 145 miles northwest of Philadelphia, and 176 miles northwest of New York City, in the center of Wyoming Valley. The city, which stands at an approximate elevation of 552 feet above sea level, covers an area of more than seven square miles.

Within the city limits there are 115 miles of street car lines, and 125 additional miles connect it with other communities. According to the

Both fire and police departments are selected under civil service rules. The former is on a par with the fire fighting units of any other city of its size, is completely motorized, and has the two-platoon system.

There are nine municipal parks within the city limits, embracing a total of 500 acres of land. Fifty-five playgrounds are operated by the Playground and Recreation Association of the city. In addition there are six amusement parks within trolley line limits. Four splendid courses of



G. A. R. High School, Wilkes-Barre

latest figures available there is bus service covering thirty-two miles within the city. While no definite action has yet been taken, a municipal airport is now being planned to serve future flying needs.

One of the greatest advantages enjoyed by residents of Wilkes-Barre is the favorable price they may obtain on anthracite fuel. Due to the proximity of the producing area, coal may be bought direct from the breaker and transportation charges are therefore not included in the cost. Water for household use comes from the 11,000,000 gallon supply of a clear mountain lake. That it is a city of homes is proven by the fact that there are 113,464 homes and 215,378 families in Greater Wilkes-Barre.

eighteen holes each await the golfer in the summer season.

Wilkes-Barre has grown steadily and rapidly during the past century. Census figures over a forty year period are: 1890, 37,718; 1900, 51,721; 1904, 57,000; 1920, 93,000.

The city boasts twenty-five grammar schools, three public high schools, seven parochial schools, three private schools, and one seminary. Within the city limits, too, there are fifty-three Protestant Churches, twenty-four Catholic Churches, and nine Hebrew Synagogues. There are seven hospitals fully equipped; twelve newspapers, and 37,000 telephones.

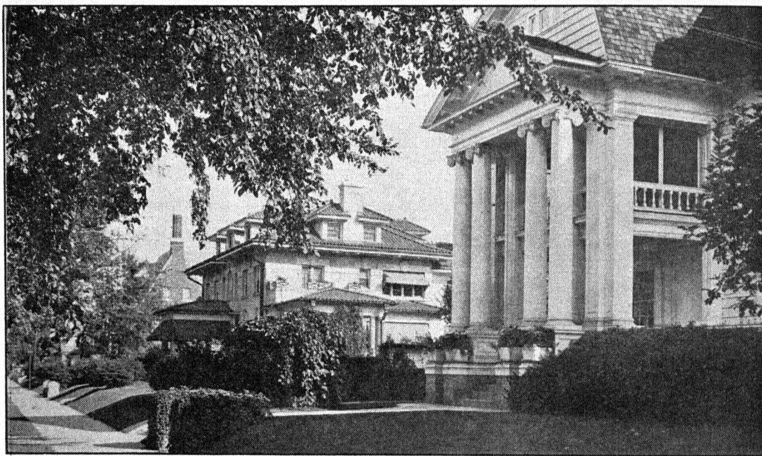
Situated as it is in the very heart of the anthra-

## *The Delaware and Hudson Company Bulletin*

cite mining area, Wilkes-Barre owes its industrial growth to the discovery of anthracite, once known as stone coal, or black stone, within its limits. For many years, before being put to domestic use, it was hewn from the mountain side and used in blacksmith shops. The story is told that Judge Jesse Fell, in conjunction with his nephew, Edward Fell, set up an iron grate, which he had invented, in a fireplace in his house, on the corner of Washington and Northampton Streets, February 11, 1808, and, by accident, made the successful experiment of burning anthracite coal on it. They found, to their surprise and delight, that it

motors to the shaft or "slope". The latter system is probably the more common, particularly in instances where the coal deposits are relatively close to the surface of the ground. An inclined plane is run down to the level of the deposits, the loaded cars being drawn up the track by a steel cable attached to the drum of a large stationary engine.

Once the coal is raised to the surface it is hoisted up to the top of the breaker where the crushing and sorting process begins. There are nine commonly accepted sizes of coal, namely: lump, which includes any pieces larger than four



Residential Wilkes-Barre

made a better fire at less cost than wood. It was on that date that industrial Wilkes-Barre was born.

The remarkable growth of the anthracite industry may be visualized from the following figures showing the output during given periods of years: 1808 to 1859, 10,593,376 tons; 1860 to 1865, 9,209,768 tons; 1905, alone, 21,405,579 tons.

Anthracite is found in veins ranging from a few feet to several thousand feet under the surface of the earth. When a layer of coal is discovered under ground, a shaft is sunk to the level of the deposit. Miners are let down the shaft in a "cage" or elevator to the workings, where they blast and dig the coal loose. It is then loaded onto small cars and hauled by mules or electric

inches in diameter; broken or grate, including pieces ranging between four and two and one-half inches in diameter; egg, two and one-half to one and three-quarters; stove, one and three-quarters to one and one-quarter; chestnut, one and one-quarter to three-quarters; pea, three-quarters to one-half inches; buckwheat, one-half to one-quarter inches; and rice and mustard-seed are even smaller.

When the coal reaches the top of the breaker it begins its downward journey. It is crushed into various sizes by huge rollers and then passes over divers sized screens beginning with the smallest sizes and going up to the larger as it descends. The screens are constantly in motion,

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# *What Ails The Coal Industry?*

*Bituminous Production Has Increased Tremendously While Economical Use of Fuel  
And Adoption of Substitutes Have Decreased the Demand*

**M**R. S. A. TAYLOR of Pittsburgh, before the annual meeting of the National Coal Association, gave a most enlightening brief on the present condition of bituminous coal industry. The incidents and factors hereinafter cited are reflected from that address.

We hear so much to-day of the general prosperity of the country that it is rather hard to understand why the coal industry in general is not sharing in the wave of good business and abundant profits. No one person in fifty outside of the trade knows just why coal is in such a position, except that there are too many mines and too much production. The reasons for such a condition have not been thought out by many.

In general, the present slump may be attributed to the World War and is an aftermath of it. During that conflict, those connected with the Fuel Administration were bending every effort to produce more coal and succeeded. This left the bituminous coal industry at the close of the War with a great increase of mines and men. The 6,000 mines operating at the beginning of the War had at the close been increased to 9,000 and many of the new mines are working to-day. The introduction of new machinery and new methods in mining resulted in a very great increase in the production of coal. This has averaged during the last decade about 512 million tons per year, whereas Mr. Taylor computes that the potential capacity of the bituminous mines of the country working at the end of the War was a billion tons annually if men and transportation were available.

The records show that there has been no increase in the amount of coal produced during the last ten years, in fact a slight decrease. But from 1850 to 1910 the production of bituminous coal practically doubled every ten years, increasing from 2,880,017 tons in 1850, to 417,111,142 tons in 1910. The War increased the production of coal far beyond the demands. Then immediately after the War, there was an all-round effort of large users of coal to bring about savings in their coal bills by obtaining greater efficiency in the burning of their coal, and by getting substitutes. Smoke ordinances forced improvements to be made

in order to prevent smoke and the contingent losses where coal was used in large centers. This resulted in the construction of large electric power plants, with scientifically designed and operated stationary boilers, causing a further great saving of coal.

Under the old method of individual boiler plants for separate industries, the amount of coal necessary to produce a kilowatt hour of power was close to 4½ pounds; under the new, it has become about 1½ pounds and even less. Savings of coal in this way this year will amount close to 125 million tons. Add to this the economy which has been made in coke making, and another cause for the predicament of the coal industry is seen.

The amount of gas available in 1925 in place of coal was equal to about 35,000,000 tons and it is estimated that this has now increased to about 40,000,000 tons. Steel companies used coal tars in place of coal in 1925 to an extent equal to 15,000,000 tons and this year have probably used considerably more than that amount. Crude oil for heating has displaced another 200,000,000 tons of coal, and the economies and substitutions of railroads and steamships in 1925 cut down on their consumption of coal about 65,000,000 tons over what this would have been in 1910. This year the railroads saved close to 70,000,000 tons over 1910. If we take all these savings and substitutions, we find that they amount to about 415,000,000 tons.

In other words, the coal salesman finds himself confronted with the task of trying to dispose of 100,000,000 more tons of production than in 1910 to a market that has made a saving almost as great as the total tons produced in 1910, and the managements, unable to find a ready market for their product, are further saddled by the cost of maintaining the excess capacity of their mines, which is estimated at about 300,000,000 tons. This cost, together with interest on the investment, averages for the whole country about thirty-five cents per ton of capacity. The actual outlay of money to maintain this would be equal to \$45,000,000 per year. If to this amount were

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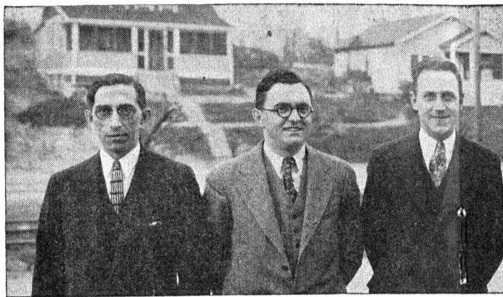
## Banquet Closes B

*Nearly Two Hundred Persons Present at Merry Festival Which Climaxes  
of Athletic Association's Teams and A*

**B**OWLING, in so far as The Delaware and Hudson Athletic Association is concerned, was officially brought to a close Tuesday evening, April 23, with the games rolled on that date, but the Annual Banquet and Entertainment which followed on Saturday evening, May 4, will go down in bowling history as the finest ever enjoyed by the members of the association. By 7:30 P. M. everyone was on hand awaiting the commencement of the evening's program. The banquet itself was delayed only long enough to snap a picture of the winning team and a group photograph of the Association in front of the Knickerbocker Inn where the banquet was held.

Immediately thereafter, the members gathered in the dining room of the Inn. Place cards were to be found on the tables bearing the names of the teams and their positions in the league. Another large table was reserved for the guests of the association including F. L. DANFORTH, Auditor of Disbursements; GEORGE E. BATES, Assistant to Vice President for Industrial Development; H. G. BECKER, Superintendent of Shops; E. C. LA PERCHE, Assistant Supervisor of Wage and Working Agreements; F. C. REARDON, Superintendent of Stores; R. L. ZIRIAX, Photographer; and many others.

The dinner menu included olives, pickles, cream of tomato soup, prime roast of beef, mashed po-

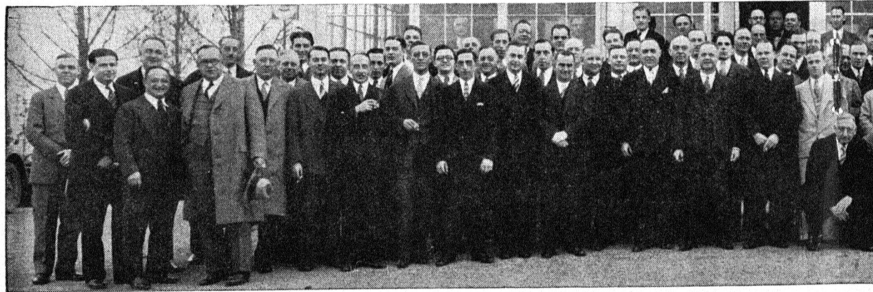


"Rouses Point" Team, Champions of The Delaware and Hudson A.A.  
E. P. Ragotzkie, (Capt.), E. J. Ke...

tatoes, green peas, creamed carrots and peas, ice cream, cake, apple pie, and coffee.

Upon the conclusion of the meal PRESIDENT J. RAY LINDSAY of the Bowling League introduced the toastmaster of the evening, Martin J. B. MacDonagh, Sports Editor of the Albany Times-Union. After a preliminary greeting, Mr. MacDonagh called upon Dan Connell for a vocal solo, accompanied by E. C. LAPERCHE at the piano.

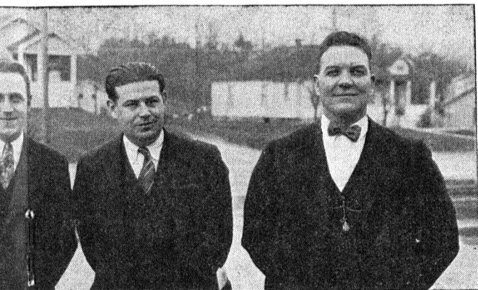
The second feature was an impromptu greeting





## s Bowling Season

*Climaxes 1928-29 Schedule; Numerous Prizes Awarded to Members  
ms and Albany City League Squad*



Hudson A. A. League. Left to right: H. J. Flasser, G. H. Bonville,  
(t.), E. J. Keough, E. J. Flanagan.

from the owner of the Inn. One after another he told jokes which brought volley after volley of laughter from his listeners.

L. H. Buckley, Captain of the Keeler team in the Albany City League, was the first speaker of the evening. It was his suggestion that the members of our Athletic Association get back of the proposition of providing Albany with good bowling alleys. He also thanked the members of the team which represented our company in the city

league for the fine sportsmanship and courtesy they had shown during the thrilling season just brought to a close.

Robert H. McCormie, Chairman of the Albany Bowling Commission, was the second speaker on the program. He was introduced as the man who had done the most for bowling in the City of Albany. Mr. McCormie discussed some proposed changes in the bowling rules to govern the bowling in the City League during the season 1929-30. Another point he brought out is the fact that very few bowlers knew any of the men on the teams opposing them. Speaking for himself, he said that he knew none of the Delaware and Hudson men except those who had been pointed out to him during some of the games. This fact, he thought was unfortunate, for the members were losing a very valuable part of their bowling if they did not become acquainted with their opponents.

Because of the fact that W. W. BATES, Assistant to General Manager for Personnel, was out of town, and consequently unable to attend the dinner, H. G. BECKER, Superintendent of the Colonie Locomotive Shop, was called upon to speak in his stead. MR. BECKER gave a very interesting talk on organized athletics in the locomotive shop and told of some of the teams which repre-

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The  
Delaware and Hudson Company  
BULLETIN

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*What we call Luck  
Is simply Pluck,  
And doing things over and over;  
Courage and Will  
Perseverance and Skill  
Are the Four Leaves of Luck's Clover.*

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### Afraid?

ARE you afraid of losing your job? That fear seems to be always present in the minds of many men. To some it is a wholesome fear, a needed fear, that acts as a spur to work. To others it is a deterrent. They cannot do their best work because of that fear and that makes them even more likely to lose their places.

As David Harum said, "A reasonable amount of fleas is good for a dog" and perhaps a reasonable fear of the loss of a job is good for many employes. But why should there be that fear? And why do so many men go on year after year, dreading the loss of employment yet taking no steps to insure themselves against such a loss? They fear they may lose their places, yet they make no provision for such a contingency. Nor do they endeavor of fit themselves for better work or seek to do their own work more thoroughly. They just go on dreading.

Very seldom is this fear well founded. So long as a man works as he should work, so long as he is capable, he is not likely to lose his place. Yet if you have that fear, let it be an asset instead of a liability, a spur instead of a handicap.

You can make yourself more valuable. You can even learn to do something else. But so long as you continue to be in fear, you are not doing yourself justice. You are carrying a load on your

mind which interferes with the proper performance of your duties.

Pitch in and do your work to the best of your ability and let the future take care of itself. Worry never helps.—*Adapted.*

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### A True Fish Story

HAVING listened patiently to the many "fish-stories" that have been coming our way ever since the season opened we want to tell one "on our own hook". No matter how good a story may be a picture generally adds to its interest and will sometimes prove a point. For this reason the cartoon on the "Click" page comes very near to telling its own story.

In the solicitation of new business many things must be considered. The president of a large railroad was once approached in connection with a matter of advertising his road. "Wait until we have something worth advertising," was his reply. In time the service of this road became noteworthy and was advertised accordingly.

If we are going to support the men whose duty it is to solicit the business which gives us our employment, and it goes without saying that we will do that, the best way we can help is by doing our own work well. If we all tend to our assigned duties and handle them to the best of our individual abilities the service of The Delaware and Hudson Company should be such as to render further effort in the way of solicitation unnecessary for those of us who have other work to do.

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### Just Try This

HANDLE the hardest job first each day. Easy ones are pleasures. Do not be afraid of criticism—criticise yourself often.

Be glad and rejoice in the other fellow's success—study his methods.

Do not be misled by dislikes. Acid ruins the finest fabrics.

Be enthusiastic—it is contagious.

Do not have the notion that success means simple money making.

Be fair, and do at least one decent act every day in the year.

Honor the chief. There must be a head to everything.

Have confidence in yourself.

Harmonize your work. Let sunshine radiate and penetrate.—LEFAX.

### *Company Surgeons Meet*

THE company surgeons convened in Albany Friday, May 24. Following an inspection of Albany Hospital from 9 to 10 A. M., DR. A. W. ELTING, CHIEF SURGEON, conducted his regular clinic which was attended by the visiting surgeons. Luncheon was enjoyed at the Fort Orange Club, DR. ELTING presiding and introducing COLONEL J. T. LOREE, JOSEPH ROSCH, COUNSEL, and W. W. BATES, ASSISTANT TO GENERAL MANAGER FOR PERSONNEL, who spoke briefly. The entire program of the meeting was informal in its nature.

It is proposed to continue such annual meetings for the purpose of enabling those in attendance to discuss surgery from the point of view of the railroad surgeon.

The surgeons who were in attendance at the meeting were DRs. JOHN W. GHORMLEY, Albany, L. C. MUNDY, Wilkes-Barre, W. G. FULTON, Scranton, W. J. LOWRY, Carbondale, JOHN S. NILES, Carbondale, F. M. DYER, Binghamton, HAROLD T. CARTWRIGHT, Harpursville, H. R. BENTLEY, Central Bridge, D. R. KATHAN, Schenectady, W. E. SILCOCKS, Green Island, WILLIAM VAN DOREN, Mechanicville, C. R. HOFFMAN, Glens Falls, A. E. FALKENBURY, Whitehall, J. P. J. CUMMINS, Ticonderoga, R. S. MACDONALD, Plattsburg, GEORGE R. ALLEN, Champlain.

DRs. S. S. WATSON, Moosic, G. J. VAN VECHTEN, Olyphant, and C. R. MARSH, Oneonta, were unable to attend.

### *Entertain Guests From France*

A DELEGATION of French railway officials who are visiting representative railroads of the United States and Canada, passed over The Delaware and Hudson lines en route from New York to Montreal on train 35 Thursday, May 23. These gentlemen are all connected with the Paris, Lyons, and Mediterranean Railroad.

The party consisted of Henry Gerin, Assistant Chief Engineer of Maintenance of Way; Georges Mauris, General Inspector of Traffic; Stephane Mermier, Chief Engineer of Central Bureau of Operating Department; Michael Mange, Assistant to Vice President; Robert Margot, Assistant Inspector of Executive Department. They were accompanied on the trip by W. W. BATES, ASSISTANT TO GENERAL MANAGER FOR PERSONNEL; H. S. CLARK, ENGINEER OF MAINTENANCE OF WAY;

M. J. POWERS, GENERAL PASSENGER AGENT, and H. K. T. SHERWOOD, INDUSTRIAL AGENT.

Upon their arrival in Montreal this group was joined by a second party which had been studying the roads in the western part of the United States and in Canada.

On Tuesday, May 28, a party consisting of Eugene Mugniot, Executive Vice President of the P. L. M. R. R., accompanied by Madame Mugniot, and her companion Mlle. Mauboussin, P. Dargeau, Assistant Manager of Operating Department, J. A. de Kerdrel, General Agent of the P. L. M. in Great Britain, and Messrs. Mermier and Margot returned to New York on train 34. They were accompanied by H. F. BURCH, ASSISTANT GENERAL MANAGER, M. J. POWERS, GENERAL PASSENGER AGENT, and H. S. CLARK, ENGINEER OF MAINTENANCE OF WAY.

The visitors were greatly impressed by the scenic beauty of the route along Lake Champlain and the Hudson River, pointing out numerous locations which correspond to scenes which they remembered having viewed in France. Fort Ticonderoga and the historic country along the route proved very interesting to the visitors, as did locomotive 652 which passed them northbound on train 35 so that they were able to see it to advantage.

Both north and southbound trips were made in business car 100.

### *There Is No "Guarantee"*

The legal obligation on the Interstate Commerce Commission is so to fix rates that American railroads, by groups, will earn a return of 5¼ per cent on their investment. In spite of the fact that this has never been done, a steady whittling process is going on, attacking a rate here, lowering a group of rates there, and revising downward other rates somewhere else. Doubtless certain rates may be out of line and need to be changed. But if all the changes be in one direction, isn't an admittedly bad situation being made worse? If—as has been stated in error many times—the railroads had a "guarantee" from the government, the government would now owe them \$2,000,000,000,900,000. No one expects to collect this bill, but all railroad men should strenuously oppose any further downward revision of rates.—*Me. Central Magazine.*

She: "So your husband was lost at sea."

2nd She: "Yes, a bathing beauty got him."

*What Ails the Coal Industry?*

(Continued from page 183)

added the cost of capital at 6 per cent (\$60,000,000 per year), it would make, for both items, \$105,000,000 yearly to carry this excess tonnage capacity. So we find the coal industry, in addition to its other handicaps, struggling under the ruinous condition of excess capacity playing havoc with competition, while co-operative selling agencies, trying to remedy the condition and obtain fair prices for coal, are hampered by the tendency on the part of some who joined the co-operatives to fend also for themselves.

What are the remedies, if any, for this predicament? Mr. Taylor thinks the logical thing is to form combinations in the various districts which, when formed, would cut down the production to such an extent that it would equal the demand for coal from that district. The fact that idle mines would be in existence in each of these districts would add as a deterrent to avoid more developments, for there would be very little incentive for capital to go into new mines while there were mines lying idle. He thinks a condition would develop where overcapacity would disappear much sooner than it would if the present situation be allowed to work out through the natural increased demand for coal. Here, as in many other trades, cooperation seems to be the only remedy.

Meantime, the American Federation of Labor, at its recent convention, declared through its president that it would continue to encourage unions to contest the movement to replace men with machinery. *Iron Trade Review*, in one of its editorials, says:

"An important cause of the plight of the coal trade industry has been the difficulty it has met in coping with changing economic conditions due to lack of improved labor-saving equipment at the mines. In that industry, the miners' union has injured its own cause by its fight against the introduction of means to cut down operating costs and place the coal operator on a more stable economic footing in relation to other industries. Sooner or later the unions must realize that progress in new equipment means advancement of the interests of both employee and employer."

*Banquet Closes Bowling Season*

(Continued from page 185)

sented the force in the Troy Industrial League. He pointed with pride to the fact that the trophy

case in the back shop now contains twenty-six cups and awards won by teams from the shop.

F. L. HANLON, Supervisor of Wage and Working Agreements, and President of the Athletic Association, concluded the speaking for the evening. Mr. HANLON spoke briefly on the bowling situation in The Delaware and Hudson family during this and past seasons. One thing in which he is particularly interested is the project of erecting a building in Albany for bowling, basketball, indoor baseball, swimming, and other sports. It was his suggestion that everyone present get behind the proposition until it becomes a reality.

Then came the entertainment of the evening staged by the Capital City Girls' Review. Their repertoire included a number of fancy dances and group dancing, the program proving very entertaining.

Prize awards to the star bowlers of the association followed the entertainment. Medals were presented to the following members of The Delaware and Hudson team which represented the company in the Albany City League: J. A. BEALE, JR., F. ROWE, H. G. WILLIAMS, W. FOLEY, G. WALDBILLIG, and F. CLOUGH. Mr. CLOUGH also won an additional medal for rolling the high three games in the league.

Awards made by the association included \$10.00 to J. F. FORNER, high average man; \$7.50 to J. A. BEALE, JR., second high average; H. C. YOUNG, \$5.00, third high average; E. P. RAGOTZKIE, \$6.00, high three games; H. G. WALDBILLIG, \$4.00, high single game. CAPTAINS E. P. RAGOTZKIE, H. J. WILLIAMS, and J. A. BEALE, JR., won awards of \$30.00, \$20.00, and \$15.00 for placing first, second, and third, respectively, in the team standings. Other awards were made in the high-low tournament to the three first teams composed of FORNER and RAUSCH, FOWLER and RYAN, F. KAHNLE and F. L. HANLON.

A number of blind prizes were awarded to the men whose names were drawn from the hat by H. G. BECKER. They were a pair of gloves to L. KAHNLE; a hat to E. BORTHWICK; an umbrella, E. RAGOTZKIE; a pair of flower vases, E. FLANIGAN; a pair of bowling shoes to H. EGGLESTON; a shirt to K. MILLER; and a leather memorandum pad to C. S. HALLENBACK.

The final business of the evening was the election of officers to govern the policies of the association during the coming season. They are PRESIDENT E. J. KEOUGH, VICE PRESIDENT E. J. CLAS, TREASURER GEORGE H. AYRES, SECRETARY H. VEDDER.



*City of the Black Diamond*

(Continued from page 182)

shaking the smaller pieces to the bottom where they drop through the screens into bins underneath. As the coal moves downward, the slate, being heavier, sinks to the bottom and falls out. What remains is picked out by hand by boys known as breaker boys. After the coal has been sorted it is washed and loaded into cars for shipment.

Much valuable coal was wasted during the early



Miners' Bank, Wilkes-Barre

years of mining operations due to the fact that only the lump coal was thought to be of any commercial value. (It was valued at one dollar per ton in the early "forties".) The early operators little dreamed that even buckwheat coal, scarcely more than dust, would ever be used. As the product rose in value, however, the smaller sizes were sold. With this turn of affairs the modern breaker was designed.

Anthracite is Wilkes-Barre's largest single product. The immensity of this item may be per-

ceived from the following figures giving the production in tons and its approximate market value: 1923, 31,446,000 tons; 1924, 30,992,098 tons; 1925, 24,533,600 tons, and 1926, 29,872,000 tons. During 1927 the total value of anthracite mined in the city was \$176,102,800.

Some very interesting facts may be learned relative to Wilkes-Barre's industrial output from the figures of 1927. The total value of manufactures made by 203 establishments hiring 9,807 wage earners and 1,474 salaried employees during that year was \$42,133,500. Among the leading products included are: chemicals, clay, glass, stone, food, leather, rubber, lumber, textiles, metals, quarry products, tobacco, confections, ice cream, caps, overalls, shirts, lace, feed, and ropes.

Mercantile establishments in proportion to the population and industrial output carry on a very successful business in the city. There are twenty-two department stores. The total volume of business carried on by establishments during the year 1926, was: retail, \$37,142,870; wholesale, \$33,168,920; restaurant, \$2,203,878. Eight banks are represented in the Wilkes-Barre clearing house, while there are eight banks in the suburbs which do not make use of the clearing house.

One great handicap to the development of industry in Wilkes-Barre lay in the topography of the region. The city is approximately eighteen miles in length and three miles wide, being situated in the valley of the Susquehanna River. On each side mountains shut it off without transportation facilities from the outside world. The only available outlet was down the river to some of the breaks in the hills where the products could be carried through the mountain chain.

In order to overcome this handicap, the North Branch Canal, coming from the north, to connect the city with the Pennsylvania system of canals was built. With the advent of the railroad, in 1843, the canal was abandoned. Wilkes-Barre's first railroad provided horse drawn cars to the foot of the Ashley Planes, from the top of which locomotives hauled the cars to White Haven, Pa.

In 1856 the Delaware, Lackawanna, and Western connected the section with the Pennsylvania Railroad at Northumberland. During the years 1866 and 1867 the Lehigh Valley and Central Railroad of New Jersey completed their lines to Wilkes-Barre. Since that time Wilkes-Barre's growth has been steady.

Choose the company of your superiors whenever you can have it; that is the right and true pride.—CHESTERFIELD.

### *Very Successful Card Party*

THE members of the Delaware and Hudson Ladies' Bowling League held a delightful card party in the Golden Room of the Hampton Hotel Tuesday evening, May 21st. There were over three hundred people in attendance at the party diverting themselves at a variety of card games.

Musical entertainment was furnished by the Delaware and Hudson quartette, MESSRS. CHARLES RUHTZ, PETER HEFFERN, JOHN KEEFE, and DAN CONNELL, accompanied at the piano by EDWARD C. LAPERCHE. Prizes, consisting of perfume for the ladies and armchair ash trays for the gentlemen, were awarded at each table. Following the playing of bridge, a buffet luncheon was served.

The card party was attended by a number of members of the Gentlemen's Bowling League and their presence contributed much to the success of the affair.

The committee which arranged the party is to be congratulated on its work. The members of the committee were JANE FARBO, AGNES WELCH, and CLARA CROWLEY.

Everyone is eagerly looking forward to the next Ladies' Bowling League card party.

### *The Moonlight Sail*

ALL ABOARD!! If you want to be assured of a good time; if you want to take one of the most enjoyable boat rides you have ever experienced; if you are a lover of dancing and music, get in touch with some member of The Delaware and Hudson Athletic Association and get a ticket for their big boat ride.

The Association has already completed plans to hire the steamer *Trojan* of the Hudson River Night Line for the trip which will start 3 P. M. Saturday, June 29. The party will sail down the Hudson River for four hours, probably reaching Poughkeepsie, returning by the light of the big round moon. (Yes, the committee has arranged for a big round one.)

There will be two orchestras on the boat during the entire trip, one to furnish concert music on the deck, the other to play for dancing in the ball room. On the return trip a card party will be held indoors for those who do not care for the moonlight. On the southward trip there will be outdoor games on the upper deck aplenty, featuring foot races, potato races, sack races, and other novelties.

The Hudson Navigation Company announces that it will serve a dinner in the dining room at probably \$.75 per plate. Those who not care for the dinner may bring their own box lunches.

According to the plans every member of the party will be given a small bamboo cane with a pennant similar to the arm bands worn by the bowlers, bearing the Delaware and Hudson Athletic Association's monogram. The boat itself will carry a fifty-foot banner on each side bearing the words "Outing, Delaware and Hudson Athletic Association."

In order to insure a successful outing the Association has relied upon a responsible committee to forward its interests. It consists of F. L. HANLON, DIRECTOR OF ATHLETICS; EDWIN CLAS, GENERAL CHAIRMAN OF THE OUTING; AGNES WELCH, TREASURER and CHAIRMAN OF TICKET COMMITTEE; EDWARD LA PERCHE, CHAIRMAN OF THE DANCE AND MUSIC COMMITTEE; HARRY SCHERMERHORN, CHAIRMAN OF GAMES AND CARDS COMMITTEE; HARRY YOUNG, CHAIRMAN OF PRINTING AND PUBLICITY COMMITTEE; E. J. KEOUGH, PRESIDENT OF MEN'S BOWLING LEAGUE, and JANE FARBO, PRESIDENT OF LADIES' BOWLING LEAGUE.

Before we close we want to issue a warning to those who are habitually late in making their reservations for affairs of this nature. The party will be strictly limited to 1,000 persons so everyone who wishes to be on the boat when she pulls away from the wharf is cautioned to make reservations early. It is understood that tickets will be sold at \$1.50 apiece. Nobody but the "D. & H." family and their friends will be on the boat as it is to be strictly our party.

To avoid disappointing those who may plan on buying tickets at the last minute, the committee requests that we advise all who intend to make the trip to purchase tickets in advance as they will be collected before boarding the boat. The party will be absolutely limited as stated above so that the only way to be sure of going will be to get your tickets in advance.

See you on the boat!!

Old Lady: "Young man, how long does this train stop here?"

Station Agent: "From two to two, to two two."

Old Lady: "Well, I declare, be you the whistle?"—*Capper's Weekly*.

## Clicks from the Rails

### Electric Lamps for Flagmen

A portable red flash lamp, to replace the oil lamp commonly used by trainmen, and also for many other railway applications has been commercially developed. Although the initial cost is considerably more than a kerosene lantern, its maintenance cost is said to be less. One set of four dry cells will keep the flasher in continuous operation three months.—*Railway Age*.

\* \* \*

### Champion Sausage Eater

William M. Fredericks, baggageman for the Pennsylvania at Lima, Ohio, claims the sausage-eating championship of the world. Recently, on a bet, Bill ate three pounds of country sausage at one sitting, with half a loaf of bread, and his time was fifty minutes flat. Strange as it may seem, Bill was at work the next day, the same, or practically the same, as usual.

\* \* \*

### Back Seat Drivers Lauded

Praise for the back seat driver comes from the State Railroad Commission of California. It has found that the fewest automobile accidents occur when machines are well loaded. In addition to the fact that the driver was closely advised at all times, is the thought that there is some psychological effect in having a number of precious lives entrusted to his care.

\* \* \*

### Obstinate Dispatchers

Press dispatches from Poland indicate a highly peculiar railway situation there. Official investigation of a recent head-on collision developed that the trains were sent together knowingly by two dispatchers, each of whom argued that his train had the right of way. The result of the argument was that four trainmen lost their lives and thirty-three cars were smashed.

### Rescues Sick Child

Trainman James H. Kirby of the Maryland division of the Pennsylvania showed quick action and bravery a short time ago when he rushed into a burning building to save a little negro boy who was sick in bed on the third floor, and who might have been burned to death. On this particular day, Kirby was working on a switching crew when the fireman noticed the blaze. A stream of water from the engine was played on the fire while Kirby, directed by the frantic mother, rushed upstairs and wrapping the child in a blanket, carried it to safety. Upon arriving on the bottom floor he found two more children whom he carried out also.

\* \* \*

### Snow Muffles Bell

Among the freak happenings that last winter's heavy snow brought about is the story of Engineman J. Giebel, running between Grand Rapids and Mackinaw City on the Pennsylvania Railroad.

One day he encountered a heavy, wet, sticky snow that stuck to everything. It even clung to the steaming engine and, as the big locomotive hit drift after drift, it began to accumulate snow like a snowball. Soon the engineer noticed that he couldn't hear the engine bell and stopped the train to investigate. Beneath a two-foot pile of snow, the bell was uncovered and being of the stationary type, with the clapper working automatically, it was still ringing. The wet and heavy blanket of snow had temporarily smothered all sound.

### "Caught With Same Bait"



COURTESY OF ILLINOIS CENTRAL MAGAZINE

## *Carrying On*



THE hardest thing in the world to do  
Is to carry on when the battle's through  
There's many a man won deathless  
fame  
By fighting hard in a perilous game  
Who couldn't have stood the monotonous  
round  
Of every day living on every day ground!  
And many a hero unsung has died,  
Who didn't do much, but always tried.  
It's hard to score on a grandstand play,—  
It's harder to live like a man each day,  
And the greatest hero the world has known  
Is the fellow who carries on alone!

—*Chicago Tribune.*